

**PROPOSED AMENDMENT TO**

**LAND DEVELOPMENT CODE  
SECTIONS 4.03.07 AND 4.04.03**

**CORRECTING, CLARIFYING AND SUPPLEMENTING THE  
TURN LANE REQUIREMENTS FOR SUBDIVISIONS AND  
COMMERCIAL AND MULTIFAMILY DEVELOPMENTS**

Prepared for the  
September 13, 2007 meeting of the Local Planning Board

## **RECOMMENDATION:**

That the Local Planning Board consider revisions to Sections 4.03.07 and 4.04.03 of the Land Development Code correcting, clarifying and supplementing the turn lane requirements for subdivisions and commercial and multifamily developments. The proposed changes are shown in strikethrough and double underline format below.

## **BACKGROUND:**

Sections 4.03.07 and 4.04.03 of the Land Development Code include typographical errors and a lack of detail regarding turn lane warrants causing difficulty in requiring turn lanes where appropriate and necessary. Recent Land Development Code amendments incorrectly applied turn lane warrants to all roads in the County. Further, the current turn lane regulations do not require the installation of turn lanes on roads indirectly impacted by the development, specifically in situations where the road directly serving the development is a local road where the installation of turn lanes is impractical or not required. The following changes will correct the standards, provide a list of roads where turn lanes are appropriate and provide clarity as to the turn lane warrant calculations. Further, developments will be required to install turn lanes on appropriate roads which are indirectly impacted by the development.

---

### 4.03.07 Minimum Requirements for the Installation of Improvements in Subdivisions

H. Turn Lanes Required: Development proposals shall provide turning lanes as required according to County ~~specifications~~ standards and shall be coordinated with the Florida Department of Transportation, as appropriate.

1. Turn lanes shall be required on the following roads, as described in Section 4.04.03(D):

a. Major/Minor Arterials: All

b. Major Collectors: All.

c. Minor Collectors: All, except Pine Ridge Drive, Radio Road, John Hamm Road, Cox Road, Fortworth Street, Laredo Street, Granada Street, Ortega Street, High School Boulevard, and Panhandle Trail.

2. Volume warrants for turn lanes shall be as follows:

<b>Roadway</b>	<b>Right Turn Lane</b>	<b>Left Turn Lane</b>
<u>State Jurisdiction</u>		
4-lane	All	All
2-lane Urban (TPO)	≥20 Lots	≥10 lots
2-lane Rural	≥50 Lots	≥25 Lots
<u>County Jurisdiction</u>		
<u>Existing/Projected AADT ≥ 4000</u>	≥50 Lots	≥25 Lots
<u>Existing/Projected AADT &lt; 4000</u>	≥60 Lots	≥30 Lots

3. Turn lanes may also be required on any roads listed in part 1 above which are indirectly impacted by a proposed development, as determined by the County Engineer and Planning Director. For the purposes of this section, a road listed in part 1 shall be indirectly impacted if the turn lane warrants are met by the proposed development and the road listed in part 1 is on the travel route immediately prior to the road providing direct site access.

#### 4.04.03 Considerations in Reviewing Site Plans

##### C. Access, Internal Circulation and Off-Street Parking:

4. Turn Lanes: Development proposals shall provide turning lanes as required according to County ~~specifications~~ standards and shall be coordinated with the Florida Department of Transportation, as appropriate.

- a. Turn lanes shall be required on the following roads, as described in Section 4.04.03(D):

1. Major/Minor Arterials: All
2. Major Collectors: All.
3. Minor Collectors: All, except Pine Ridge Drive, Radio Road, John Hamm Road, Cox Road, Fortworth Street, Laredo Street, Granada Street, Ortega Street, High School Boulevard, and Panhandle Trail.

- b. The turn lane warrants below are based on the highest peak hour trip generation rate for all proposed uses within the development, as provided in the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation*. Directional distribution and turning movements have been factored into the warrants. Volume warrants for turn lanes shall be as follows:

<u>Roadway</u>	<u>Right Turn Lane</u>	<u>Left Turn Lane</u>
<u>State Jurisdiction</u>		
4-lane and 2-lane	50 peak hour <del>turns</del> <u>trips</u>	40 peak hour <del>turns</del> <u>trips</u>
<u>County Jurisdiction</u>		
<u>Existing/Projected AADT <math>\geq</math> 4000</u>	50 peak hour <del>turns</del> <u>trips</u>	40 peak hour <del>turns</del> <u>trips</u>
<u>Existing/Projected AADT &lt; 4000</u>	75 peak hour <del>turns</del> <u>trips</u>	40 peak hour <del>turns</del> <u>trips</u>

- c. Turn lanes may also be required on any roads listed in part (a) above which are indirectly impacted by a proposed development, as determined by the County Engineer and Planning Director. For the purposes of this section, a road listed in part (a) shall be indirectly impacted if the turn lane warrants are met by the proposed development and the road listed in part (a) is on the travel route immediately prior to the road providing direct site access.